

Newport Port Health Authority



Annual Report

For the Year 1964

BY

THE MEDICAL OFFICER OF HEALTH,

W. B. CLARK, M.B., Ch.B., D.P.H.

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COUNTY BOROUGH OF NEWPORT

HEALTH COMMITTEE, 1964/65

(Acting as the Port Health Authority)

Chairman :

ALDERMAN T.F. MOONEY, J.P.

Deputy Chairman :

ALDERMAN R. POOK

THE MAYOR

ALDERMAN MRS. M.J. DUNN.

" A.E. WILLS, J.P.

COUNCILLOR C.L. TUCKER.

" D. TURNBULL

" MRS. E.M. BOSLEY

COUNCILLOR F.H.L. KEMP

" R.K. WILLIAMS.

" J.R. NICHOLLS.

CO-OPTED MEMBERS:

DR. W.J. THOMPSON.

DR. H.G.C. PAYNE.

Town Clerk :

J.G. ILES

Treasurer :

E. JONES, F.I.M.T.A.

Medical Officer of Health :

W.B. CLARK, M.B., Ch.B., D.P.H.

Deputy Medical Officer of Health :

J. SLEIGH, M.B., Ch.B., D.P.H.

Senior Port Public Health Inspector :

R.M. SCORRER, CERT. ROYAL SOCIETY OF HEALTH *

Port Public Health Inspector :

R.P. COOPER, CERT. ROYAL SOCIETY OF HEALTH *

Rodent Operative :

T.E. RILEY

* Also Certificate for Inspection of Meat and other Foods.

NEWPORT PORT HEALTH AUTHORITY

PUBLIC HEALTH DEPARTMENT,
CIVIC CENTRE,
NEWPORT, MON.

Tel: Newport 65491

*To the Chairman and Members of the Health Committee
acting as the Port Health Authority.*

I beg to submit my Report for the year 1964. It is made in accordance with Regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Health Authority for the year ended 31st March, 1964 are as follows:- County Borough of Newport, 87.13 per cent.; The Rural District Council of Magor and St. Mellons, 1.14 per cent.; City and County Borough of Cardiff 11.73 per cent.

SECTION 1 - STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments Held
W.B. CLARK	Port Medical Officer of Health	7th Dec. 1954	M.B., Ch.B., D.P.H.	Medical Officer of Health, and Principal School Medical Officer etc. for County Borough.
J. SLEIGH	Deputy Port Medical Officer of Health	9th May, 1955	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health and Deputy Principal School Medical Officer etc. for County Borough.
R.M. SCORRER	Senior Port Public Health Inspector	1st July, 1931	Cert. R.S.H. Meat & Other Foods Cert.	-
R.P. COOPER	Port Public Health Inspector.	4th Jan. 1937	Cert. R.S.H. Meat & Other Foods Cert.	-
T.E. RILEY	Rodent Operative	8th Sept. 1958	-	-

SECTION II - AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

TABLE B

Ships From	Number	Tonnage	Number Inspected		Number of Ships reported as having or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health	By the Public Health Inspector	
FOREIGN PORTS	766	1,566,520	6	745	8
COASTWISE	2,185	647,220	-	577	2
TOTAL	2,951	2,213,740	6	1,322	10

SECTION III - CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C PASSENGER TRAFFIC

Number of Passengers INWARDS	...	163
Number of Passengers OUTWARDS	...	220

CARGO TRAFFIC

Principal IMPORTS:

Aluminium, Bauxite, Beer, Cider, Cider Apples, Cork Rods, Cork Products, Ferro Silicon, General Cargo, including Silicon Tetrachloride, Silicon Fluoride, Canned Meats, Lard, Flower bulbs, Trees and Shrubs, Strawboards, Wood Pulp, Hardboard, Machinery and parts, Cheese, Polymer Flake, Phthalis Anhydride, Asbestos Shorts, Dairy Cream, Wire Netting, Electrical Switch gear, Lemon Juice, Iron Ore, Lumber, Pitprops, Timber, Railway Sleepers, Telegraph Poles, Beech Logs, Plywood, Steel Joists, roof bars, billets, rounds, angles and slabs, Sulphate of Potash, Muriate of Potash, Wheat Flour, Silver Sand and Oils.

Principal EXPORTS:

General Cargo, including Tinplates and manufactures of Iron, Steel and other metals, Oil, Cement, Coal and Motor Cars.

PRINCIPAL PORTS from which vessels arrive.

Aardalstangen, Annaba, Antwerp, Amsterdam, Arklow, Aarhus, Archangel, Baltimore, Bordeaux, Bremen, Bayonne Caen, Casablanca, Copenhagen, Cadiz, Drammen, Dunkirk, Dieppe, Emden,

Ghent, Gavle, Gdansk, Gothenburg, Halifax, N.S., ~~Hamburg~~,
Hamina, Honfleur, Kopping, Kitimat, B.C., Karlsham, Kalmar,
Kotka, La Goulette, Lisbon, Leixoes, Leningrad, Monrovia,
Montreal, Mantyluoto, ~~Mariberg~~, Messina, Narvik, New
Westminster, Odense, Oslo, Oskarshamn, Palermo, Port Alfred,
Port Etienne, Puerto Ordaz, Quebec, Rotterdam, Ronneby,
Rouen, Skien, Seven Islands, Stavanger, Sydney C.B., Takoradi,
Toulon, Volo, Vancouver, Vitoria, Varberg, Wabana, Waterford,
Yxpila.

SECTION IV - INLAND BARGE TRAFFIC

There is no inland barge traffic using the district.

SECTION V - WATER SUPPLY

(1) Sources of supply for (a) the district. The drinking water of the Port is obtained from the Newport and South Monmouthshire Water Board who obtain supplies from upland waters which are impounded in Reservoirs, the water subsequently being filtered through pressure filters and chlorinated; (b) Shipping - This water is supplied direct from the town Mains.

(2) Reports of tests for contamination - The Water Board has established its own laboratory and tests are being continually carried out both for bacteriological and chemical analysis.

(3) Precautions taken against contamination of hydrants and hose pipes - Hydrants and hose pipes are covered and are flushed out before being used.

(4) Number and sanitary conditions of water boats and powers of control by the Authority.

There are no water boats operating within the district of the Port.

SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1963.

(1) LIST OF INFECTED AREAS. (Regulation 6)

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

Lists are made out from time to time as necessary, amendments being notified by letter. The lists are typed on gummed paper which are fixed within specially prepared holders, supplies of the latter being issued to officers of H.M. Customs, Immigration Officers and Pilots through the Pilotage Board.

The lists are sent to the above by post, any urgent changes being notified by telephone.

(2) RADIO MESSAGES.

(a) Arrangements for sending permission by radio for ships to enter the district. (Regulation 13)

No application has been made to the Minister for a declaration that the Port Health Authority be considered as a 'radio transmitting port'.

(b) Arrangement for receiving messages by radio from ships and for acting thereon. (Regulation 14(1) (a) and (2)).

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office and the telegraphic address of 'Portelth, Newport' has been registered by the Post Office. After hours messages are telephoned to either the Port Medical Officer or the Senior Port Public Health Inspector at their residences. Wireless messages are also received through Shipping Agents approved by the Port Health Authority, viz:- Wm. Adams & Co., Bethell Gwyn & Co. Ltd., Dunn & Co. (Newport) Ltd., Houlder Bros. & Co. Ltd., Jones, Heard & Co. Ltd., Clifford C. Jones & Co. Ltd., R.W. Jones & Co., and C. Shaw Lovell & Sons. Ltd.

(3) NOTIFICATIONS OTHERWISE THAN BY RADIO. (Regulation 14(1)(b)).

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

Notification received through Barry Visual Signal Station or at Entrance Dock through H.M. Customs Officers, thence by telephone to Port Health Office, or after hours as in (2) (b).

(4) MOORING STATIONS. (Regulations 22 to 30).

Situation of stations, and any standing directions issued under these Regulations.

(a) Within the Docks. An isolated buoy within the Docks or the ships ordinary place of mooring.

(b) Outside the Docks. The Spiř.

(c) Standing exemptions. These comprise ships with infectious diseases other than cholera, plague, yellow fever, typhus fever, relapsing fever or smallpox on board and the ships from ports in areas listed under Article 6 unless they are carrying cargo of grain or unless there has been during the voyage sickness or death among the crew or passengers or unusual mortality among the rats on board. In all such cases the Port Medical Officer is immediately notified.

(5) ARRANGEMENTS FOR:-

(a) Hospital accommodation for infectious diseases (other than smallpox - See Section VII);

Arrangements have been made for cases of Plague, Cholera, Yellow Fever, Typhus, Relapsing Fever and other Infectious Diseases to be admitted to Isolation Hospitals maintained by the Welsh Hospital Board.

(b) Surveillance and follow up of contacts;

Forward notices are sent to the Medical Officers of the districts concerned when contacts leave the port. Those contacts who remain within the Port District are under the supervision of the Port Public Health Staff during the period of surveillance.

(c) Cleaning and disinfection of ships, persons, clothing and other articles;

Disinfection of accommodation on ships is carried out by spraying formaldehyde or carbolic or by means of burning sulphur.

Clothing, beds and bedding are removed in the Local Authority's disinfection vehicle and arrangements are made with the Welsh Hospital Board for steam disinfection at one of the local hospitals.

Disinfestation of persons is carried out at the Local Authority's Reception Centre.

SECTION VII - SMALLPOX

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

Penrhys Smallpox Hospital, Ystrad, Rhondda, Glam.

(2) Arrangements for transport of such cases to that hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The local Ambulance Service of the County Borough of Newport would convey such patients to Hospital. All ambulance service personnel have been vaccinated and in the event of an outbreak of smallpox would be required to be re-vaccinated.

(3) Names of smallpox consultants available.

Dr. G.F.J. Thomas, St. David's Hospital, Cardiff; Dr. E. Waddington, Pembroke House, St. Winifrede's Hospital, Cardiff; Dr. M.S. Pathy, "Mathern", Cefn Coed Crescent, Cardiff and Dr.

F.J. Doherty, Aberaman-Uchaf, Aberdare.

(4) *Facilities for laboratory diagnosis of smallpox.*

Institute of Preventive Medicine, The Parade, Cardiff.

SECTION VIII - VENEREAL DISEASES

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

Facilities for free diagnosis and treatment, including in-patient treatment, for all seamen suffering from Venereal Diseases are provided at the Royal Gwent Hospital.

The Clinic is now open for:- Males - Tuesdays, 9 a.m. Wednesdays, 2 p.m. and 5 p.m., Fridays, 5.30 p.m.

An irrigation department, adjoining the Out-Patients' Department at the Royal Gwent Hospital (open daily) provides for irrigation treatment for males between their attendances at the medical session.

Notices are hung in public lavatories and public house lavatories giving particulars of the days and hours of the Clinics. Those in and near the docks are printed in four languages for the convenience of foreign seafaring men.

Patients found to be suffering from the disease are informed on board ship of these facilities.

SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships	Pneumonia	-	1	1
	Venereal Disease	-	1	1
from foreign ports ...	Tuberculosis	-	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival		Nil	Nil	
* Cases landed from other ships	Tuberculosis	-	1	1
	Venereal Disease	-	6	6

These cases were treated on board and at clinics whilst the vessels were in port. The case of tuberculosis was confirmed after the vessel had sailed for her home port. (Notification forwarded)

SUSPECTED TYPHOID FEVER

The m/v Dunadd arrived at Newport on the 28th May, 1964, from Port Etienne and the Master reported all well on board and no sickness during the voyage.

The 2nd Engineer received news that his wife had been admitted that day (28th May) to hospital at Aberdeen as a typhoid case. His wife had been on board the vessel between the 30th April, 1964 and the 9th May, 1964 whilst the vessel had been at Middlesborough. When the Master heard of this sickness he reported to his Newport Shipping Agent that the Chief Engineer, Chief Officer, 2nd Engineer and himself had had slight attacks of diarrhoea and stomach upsets from the 16th May, 1964. These Officers had been inoculated against Yellow Fever on the 8th May, 1964 and the symptoms had been thought to be reactions to the inoculations.

The Port Health Authority were notified of the above on the 31st May, 1964 and the vessel was immediately visited by members of the staff. Blood samples were taken from those members of the crew who had reported as being slightly unwell during the voyage, and faeces samples from the 27 on board who had made the previous voyage.

No corned beef or tongues from suspected establishments in South America had been on board the vessel.

Names and addresses of crew members and next of kin were taken as the vessel was to sail on the next day, 1st June, 1964.

All the specimens proved to be negative and this information was passed to the Master through his Shipping Agent.

SECTION X - OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No case of malaria was notified as having occurred during the voyages of vessels before arrival at Newport.

SECTION XI - MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No infected or suspected ships arrived during the year.

SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) Procedure for inspection of ships for rats.

Vessels are boarded by the Port Public Health Inspector as soon as possible after arrival, and unless the Masters produce recently issued certificates, inspections are extended to the holds, etc. in order to ascertain the rat population. The Port Rodent Operative also inspects vessels upon arrival in the port in cases when the Ships Agents have made requests

for certificates.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Post-mortem examinations of rodents in connection with plague precautions are carried out at the Public Health Department. All other examinations are carried out by the Public Health Laboratory Service.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

The deratting of ships is carried out by private contractors under the supervision of the Port Public Health Inspector. Hydrogen Cyanide, sprayed and in an absorbed form for liberation, traps and poison bait are used for this purpose.

Contractors:- Ben. D. Gibbs & Son. Ltd., Western Scaling & Painting Co., Contra-pest Service, Ltd., and Rentokil Laboratories, Ltd., Hivey Fumigation Co. Ltd.

(4) Progress in rat-proofing of ships.

No additional rat proofing was provided on vessels at the port during the year.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS
FROM FOREIGN PORTS

Category	Number
Black Rats ...	28
Brown Rats ...	Nil
Species not known	Nil
Sent for examination	Nil
Infected with plague	Nil

TABLE F

**DERATTING CERTIFICATES AND DERATTING EXEMPTION
CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM
FOREIGN PORTS**

Number of Deratting Certificates issued				Total	Number of Deratting Exemption Certificates issued	Total Certificates issued
HCN 1	Other fumigant (state method) 2	After trapping 3	After poisoning 4			
-	-	-	1*	1	50	51

* treated with sodium fluoracetate 1 Certificate was issued.

SECTION XIII INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTION AND NOTICES

Nature & number of Inspections		Notices Served		Results of serving Notices
		Statutory Notices	Other Notices	
General Inspections	1,322	Nil	143	All notices complied with
Re Visits ...	2,843			
Total ...	4,165	Nil	143	

SECTION XIV

PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 and 1948

Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

There are no shell fish beds or layings within the jurisdiction of the Authority.

SECTION XV - MEDICAL INSPECTION OF ALIENS

No aliens were examined by the Medical Inspector during the year.

MEDICAL EXAMINATION OF COMMONWEALTH IMMIGRANTS

(1) *Medical Inspectors for the purposes of the Commonwealth Immigrants Act, 1962.*

Dr. W.B. Clark. Dr.J. Sleigh. Dr. M.M. Guest Gray.

(2) Other Staff engaged on this Work.

Mr. R.M. Scorrer. Mr. R.P. Cooper.

(3) Organisation of Work.

The Medical Staff are available for duty twenty-four hours a day either at the Health Department during office hours or at their homes outside these hours. If medical examinations are necessary the Immigration Officer contacts the Health Department.

(4) Nature and amount of Commonwealth Immigrant traffic.

Total No. of arriving Commonwealth citizens subject to control under the act	... 22
---	--------

Total No. of Commonwealth citizens medically examined	... Nil
--	---------

No. of reports or certificates issued:-

(a) Suffering from mental disorder	... Nil
------------------------------------	---------

(b) 1. Undesirable for medical reasons	... Nil
--	---------

2. Likely to require major medical treatment	... Nil
---	---------

No. of Commonwealth citizens refused entry:-

(a) Suffering from mental disorder	... Nil
------------------------------------	---------

(b) 1. Undesirable for medical reasons	Nil
--	-----

2. Likely to require major medical treatment	... Nil
---	---------

(5) Accommodation for medical inspection and examination.

Medical inspection and examination of Commonwealth Immigrants is carried out on the vessels concerned.

SECTION XVI - MISCELLANEOUS

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases.

Bodies would be removed to the Infectious Diseases Hospital Mortuary, where they would remain until burial.

GENERAL INSPECTION OF VESSELS

4.1 per cent. of the 1,322 vessels inspected during the year had sanitary defects according to the standards laid down by the Board of Trade. 1.8 per cent. of the foreign vessels were insanitary, compared with 5.7 per cent. of the British vessels. Of the vessels inspected from foreign ports 4.6 per cent. had sanitary defects and of the coastwise vessels 3.6 per cent.

<u>Nationality</u>	<u>Percentage with Sanitary Defects during the year 1964</u>
British	7.0
American	0.0
Belgian	0.0
Czechoslovakian	0.0
Danish	0.0
Dutch	0.0
Finnish	0.0
French	9.0
German	0.0
Greek	18.0
Israelian	12.5
Italian	0.0
Lebanese	66.0
Liberian	0.0
Norwegian	2.8
Panamanian	50.0
Polish	0.0
Russian	0.0
South African	0.0
Spanish	0.0
Swedish	1.6
Yugoslavian	0.0

The types of nuisances and defects dealt with show that 96.3 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 3.7 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, washplaces, and messrooms accounted for 54.9 per cent., foul and dirty water closets for 18.6 per cent., and dirty lockers 19.3 per cent.

Lack of attention to fittings and structures, including defective side ports, water closets and water heaters were responsible for a large proportion of the other insanitary conditions.

DANGEROUS DRUGS REGULATIONS, 1953.

One application was received for a certificate to procure drugs under the provisions of the above regulations during 1964.

FOOD INSPECTION

Particulars of the food imported during 1964 and of the amount of unsound food destroyed or otherwise disposed of

so as not to be used for human food, will be found in the Inspector's report attached.

I wish to thank the Collector of H.M. Customs and Excise and his 'Preventive' Officers, the Clerk of the Newport Pilotage Authority and Pilots and Officials of the British Transport Docks Board for affording prompt and valuable assistance at all times in carrying out preventive work in connection with infectious diseases.

I have the honour to be,
Your obedient Servant,

W. B. CLARK,
Medical Officer of Health.

INSPECTOR'S REPORT

To the Chairman and Members of the Health Committee acting as the Port Health Authority.

I beg to submit my Annual Report for the year 1964.

SHIP INSPECTION

During the year 1,322 vessels were inspected and 55 (4.1 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 143 verbal and informal notices were given, as a result of which practically all the nuisances and defects were remedied and 88 quayside nuisances abated. 2,843 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction, and to vessels from infected areas.

As shown in Table 1, 598 British and 724 foreign-owned vessels were inspected during the year, and of these 42 (7.0 per cent.) British and 13 (1.8 per cent.) foreign were found to have nuisances and defects on board. 745 of the vessels were from foreign and 577 from coastwise ports, the numbers found to be insanitary being 34 (4.6 per cent.) and 21 (3.6 per cent.) respectively.

NUISANCES AND DEFECTS.

Dirt, vermin and other conditions prejudicial to health accounted for 83 (88.3 per cent) and structural defects caused through wear and tear 11 (11.7 per cent.) of the total nuisances and defects found. The numbers and types of nuisances and defects dealt with on British and foreign owned vessels together with percentages are shown in Tables II and III. Table IV

indicates the various nuisances dealt with, and of these 4.7 per cent. were due to the verminous condition of quarters and berths, 19.3 per cent. to dirty lockers, 23.3 per cent. to dirty quarters, 19.0 per cent. to foul, dirty and defective water closets and fittings, 1.0 per cent. to defective water heaters and apparatus and 22.7 per cent. to dirty messrooms and wash-places. The remaining 10.0 per cent were due to choked scuppers, water service pipes, washbasins and heating apparatus.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH

This type of nuisance was found on board 5.7 per cent. of the British vessels and 1.4 per cent. of the foreign-owned vessels inspected during the year.

Dirty and verminous crews quarters, foul water closets, dirty messrooms and dirty food and clothes lockers accounted for the majority of the nuisances under this heading.

The number of vessels dealt with during the year on account of the dirty conditions of crews' accommodation was slightly higher than that for the previous year and there was an increase of 23% in the number of rooms found in this condition.

The disinfection of verminous vessels was carried out by the pressure spraying of liquid insecticides and also by applying a resin lacquer incorporating a powerful insecticide which remains active for long periods. Many shipping companies have adopted this latter method of vermin control and when it has been applied to all parts of the accommodation has proved to be very effective.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR

These defects included defective water closet and fittings, washbasins, water heaters, water service pipes, and heating apparatus and were in the main caused by misuse and lack of attention.

This type of defect was found on board 1.5 per cent. of the British vessels and 0.1 per cent. of the foreign vessels inspected during the year.

CLEAN AIR ACT, 1956 THE DARK SMOKE (PERMITTED PERIODS) VESSELS REGULATIONS 1958

These regulations came into operation on the 1st June, 1958 and specify the permitted times for smoke emissions from the various types of vessels.

The attention of the Masters and Engineers of vessels arriving at the port is directed to the requirements of the regulations and owners of tug boats and dredging vessels working within the port have also been notified.

The minimum times for observing smoke emissions vary from 30 minutes (black smoke) to 2 hours (dark smoke) and in order to implement the main purpose of the Act, visits are made to vessels when any dark smoke is being emitted and representation made to the Officer-in-Charge. He is informed that observation is being kept and requested to make every effort to reduce the emission.

During the year 23 observations were made of smoke emissions from 15 British, 2 Liberian and 1 each of the following; Israeli, Panamanian, Polish, Russian, Spanish and Swedish vessels (4 tugs are included in the British total). In each case the emission was within the prescribed limits and the intensity reduced following the visit of the Inspector.

TABLE 1

VESSELS INSPECTED - FOREIGN AND COASTWISE

VESSELS	Vessels			Nuisances & Defects	
	Number Inspected	No. found to have Defects etc. on Board	No. on which Defects etc. were Remedied	Found	Remedied
<u>From Foreign Ports</u>					
British Steamers	5	1	1	3	3
British Motor Vessels	262	22	22	33	33
Total British ...	267	23	23	36	36
Foreign Steamers	41	4	4	8	8
Foreign Motor Vessels	437	7	7	17	17
Total Foreign ...	478	11	11	25	25
Total Vessels from foreign ports ...	745	34	34	61	61
<u>From Coastwise Ports</u>					
British Steamers	41	4	4	6	6
British Motor Vessels	290	15	15	24	24
Total British ...	331	19	19	30	30
Foreign Steamers	15	1	1	1	1
Foreign Motor Vessels	231	1	1	2	2
Foreign Sailing Vessels	-	-	-	-	-
Total Foreign ...	246	2	2	3	3
Total Vessels from Coastwise ports	577	21	21	33	33
Total from Foreign and Coastwise ports ...	1,322	55	55	94	94

TABLE II
NUMBER OF VESSELS INSPECTED, CLASSIFIED ACCORDING TO NATIONALITY AND DEFECTS DISCOVERED

Nationality	No. of Vessels Inspected	Number of		Defects of original construction		Structural Defects through wear and tear		Dirt, Vermin and other conditions prejudicial to health
		Vessels on which Defects or Nuisances were found	Nuisances and Defects found	No. of Vessels Concerned	No. of Defects Found	No. of Vessels Concerned	No. of Defects Found	
British	598	42	55			9	10	38
American	1	-	-					
Belgian	4	-	-					
Czechoslovakian	1	-	-					
Danish	47	-	-					
Dutch	191	-	-					
Egyptian	4	-	-					
Finnish	27	-	-					
French	11	1	2					1
German	121	-	-					
Greek	11	2	4					2
Israeli	1	1	2					1
Italian	2	-	-					
Lebanese	3	2	5			1	1	2
Liberian	22	-	-					
Norwegian	105	3	8					2
Panamanian	6	3	6					1
Polish	30	-	-					
Russian	14	-	-					
South African	4	-	-					
Spanish	36	-	-					
Swedish	63	1	1					1
Yugoslavian	13	-	-					
Totals	1,322	55	94			10	11	51
								83

TABLE III
NUISANCES AND DEFECTS

DEFECTS	BRITISH	FOREIGN	TOTALS
Structural defects through wear and tear	10	1	11
Per Cent. of Total Defects	10.6	1.1	11.7
Dirt, vermin and other conditions prejudicial to health ...	56	27	83
Per Cent. of Total Defects	59.6	28.7	88.3

TABLE IV
NUISANCES AND DEFECTS DEALT WITH

Nuisances and Defects Found	On British Vessels	On Foreign Vessels	Total Found
Defective heating apparatus & fittings	-	1	1
" water closets and fittings	3	2	5
" water service pipes ...	1	-	1
" water heaters ...	3	-	3
" wash basins and fittings	1	-	1
Dirty lockers ...	57	-	57
" messrooms ...	25	4	29
" crew rooms ...	63	6	69
" washplaces ...	25	13	38
Verminous Storerooms, pantries, galleys, etc. ...	5	6	11
Verminous quarters berths, etc. ...	-	14	14
Choked scuppers ...	9	1	10
Foul water closets ...	27	29	56
Quayside nuisances ...	64	24	88

RAT DESTRUCTION

The warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected. The British Transport Docks Board ratcatcher co-operates with the Port Health staff, and immediate measures are taken when fresh evidence of rats is seen or their presence reported.

Poison baits were laid down within the district during the year, mainly by the British Transport Docks Board ratcatcher; 96 rats and 24 mice were estimated to have been killed by these baits.

TABLE V

Method of destruction	Number of Rats destroyed				Total No. of Rats Killed
	On Vessels		Ashore		
	Male	Female	Male	Female	
Fumigation by H C N	-	-	-	-	-
Fumigation by Sulphur	-	-	-	-	-
Trapping ...	-	-	-	-	-
* Poison Bait (1080)	11	17	-	-	28

* The British Transport Docks Board Ratcatcher laid poison baits during the year, estimating the destruction of 96 rats and 24 mice.

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952-1963 REGULATION 19.

Fifty-one vessels were inspected and searched in accordance with this Regulation. 50 were found free from rodents and issued with Exemption Certificates; the other vessel being deratised by laying Sodium Fluoracetate and Warfarin baits.

Certificates issued (Port Form II):-

Deratting 1, Exemption 50, Total - 51.

With a few exceptions all vessels from foreign ports are examined for evidence of rats, and when recent indications are found, precautions are taken to prevent the rats making their way ashore.

THE PREVENTION OF DAMAGE BY PESTS (APPLICATION TO
SHIPPING) ORDER 1951, AND AMENDMENT NO. 2 ORDER,
1956.

In addition to the functions they exercise, in common with other local authorities, Port Health Authorities are empowered to issue Rodent Control Certificates. The purpose of these certificates is to relieve Authorities from the necessity of inspecting coastwise vessels which are known to be free or to have been recently freed from rats and mice and the period of validity has been limited to four months.

Since the Amendment No. 2 Order came into operation authorising a charge for these certificates, most of the vessels have preferred to pay the slight additional cost and obtain International Certificates. No Rodent Control Certificates were issued at this port during the year.

VESSELS FROM INFECTED AREAS

Five of the vessels inspected during the year were from ports on the Infected List. These vessels were boarded in the Entrance Docks or immediately upon arrival at their berths by the Medical Officer and Inspector.

The validity of smallpox vaccination certificate held by crew members of foreign going vessels were checked upon arrival in port. Re-vaccinations when necessary were arranged through the shipping agents.

IMPORTATION OF ANIMALS, ETC.

The various orders with reference to the importation of canine and other animals, etc., have been enforced during the year. 103 budgerigars, 20 cats, 65 dogs, 9 parakeets and 17 parrots were brought into the port on board 118 vessels. 5 budgerigars were landed under permits from the Ministry of Agriculture Fisheries and Food.

In addition 5 bulls, 3 pigs and 5 rams were brought into port as export cargo.

FOOD INSPECTION
FOOD AND DRUGS ACT, 1955
THE PUBLIC HEALTH (IMPORTED FOOD)
REGULATIONS, 1937 AND 1948
PRESERVATIVES IN FOOD REGULATIONS 1962

The inspection, examination and control of foodstuffs imported under the above regulations has been greatly facilitated by the co-operation of the Officers of H.M. Customs and Excise.

The amount of foodstuffs landed within the port from 78 vessels during the year was 9,687 tons.

178 tons of flour and 28 tons of apples were imported from Canada; 2,818 tons of Lemon Juice; 28 tons Macaroni and 35 tons of canned tomatoes from Italy; 31 tons Canned Tomatoes and Puree from Spain and 5,777 tons of Cider Apples from France. The remaining 784 tons were discharged from regular trading vessels from Continental and Scandinavian countries.

FOOD IMPORTATIONS.

Apples - 28 tons; Apples (Cider) 5,777 tons; Apples Pomace 290 tons; Beer 104 tons; Canned Cream 46 tons; Canned Fruits 33 tons; Canned Ham and Tongues 12 tons; Canned Meats 159 tons; Canned Milk 49 tons; Canned Tomatoes 56 tons; Canned Tomato Puree 17 tons; Flour 178 tons; Fruit Pulp 37 tons; Lard 7 tons; Lemon Juice 2,818 tons; Macaroni 28 tons; Peel in Brine 21 tons; Vegetables in Brine $8\frac{1}{2}$ tons; Miscellaneous goods $14\frac{1}{2}$ tons.

Foods condemned and disposed of for purposes other than human consumption were as follows:-

Imported Food - Canned Tomatoes 2,938 tins - 1,592 lbs.; Port Luncheon Meat 149 tins - 167 lbs.; Total - 1,759 lbs.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 and 1948

There are no shell-fish beds laying within the jurisdiction of the Authority.

I am,

Your obedient Servant,

R.M. SCORRER,
Senior Port Public Health Inspector.

